

# FREE FLIGHT news

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## FFn DIARY

March 8 Sakylan Pyhajarvi, Finland	Swedish Moose Cup. F1A F1B F1C F1Q. World Cup event. Contact: Per Findahl, tel: +46 70 388 1354, e: <a href="mailto:per.findahl@gmail.com">per.findahl@gmail.com</a> web: <a href="http://www.norbergssf.se">http://www.norbergssf.se</a>	April 13-14 Oberkotzau, Germany	2 F1E World Cup events. 13 <sup>th</sup> : Otto Kuttler Cup, 14 <sup>th</sup> : Föhrberg Cup. F1E. World Cup event. Contact: Peter Kuttler, Neukircher str 6, 01877 Putzkau, Germany, tel: +49 160 945 16 469, email: <a href="mailto:peter-kuttler@web.de">peter-kuttler@web.de</a>
March 9-10 Säkylä, Finland	Bear Cup. F1A F1B F1C F1Q. World Cup event. Contact: Kim Henriksson, tel: +35 844 768 8370, email: <a href="mailto:kim.henriksson@vahanen.com">kim.henriksson@vahanen.com</a> web: <a href="http://www.lennokkipojat.fi">http://www.lennokkipojat.fi</a>	April 13-14 Deva, Romania	Harghita Cup. F1A F1B F1C F1P F1Q F1H. World Cup event. Contact: Istvan Kiss, Str Berde Mozes 24 Jud. Harghita, 535400 Cristuru Secuiesc, Romania, tel: +40 74 51 61 435, fax: +40 266 242 164, email: <a href="mailto:cc.cristur@gmail.com">cc.cristur@gmail.com</a> web: <a href="http://frmd.ro">http://frmd.ro</a>
March 16 Viabon, France	15th Philippe Lepage. F1B. World Cup event. Contact: Jean-Pierre Challine, tel: +33 6 11 95 57 11, email: <a href="mailto:mjpchalline@gmail.com">mjpchalline@gmail.com</a>	April 19 (Good Friday) Barkston Heath	BMFA Northern Gala. C/G (CMA), C/R (Caton), B/P (Hamley); C/E, SLOP (Falcons), F1H, P30, BMFA 1/2A, Mini Vintage, HLG/CLG. Contact: Colin Foster 01904 798253 <a href="mailto:katecol@mypostoffice.co.uk">katecol@mypostoffice.co.uk</a>
March 16-17 Tapolca, Hungary	28th Herend Cup. F1A F1B F1C F1P F1Q F1H. World Cup event. Contact: Ferenc Kerner, tel: +36 20 581 5349, email: <a href="mailto:ferenc.kerner@hotmail.com">ferenc.kerner@hotmail.com</a> web: <a href="http://www.herendimodellezose.hu">http://www.herendimodellezose.hu</a>	April 20 Nova Topola, Bosnia and Herzegovina	3rd RS Cup. F1A F1B F1C. Contact: Milos Budimcic, Karadjordjeva 62, 78250 Laktasi, Bosnia and Herzegovina, tel: +387 65 737 027, email: <a href="mailto:d7mp4vfs@teol.net">d7mp4vfs@teol.net</a>
March 23-24 Raná u Loun, Czech Republic	2 F1E World Cup events. 23 <sup>rd</sup> : Raná I, 24 <sup>th</sup> : Rana II. F1E. Contact: Jiri Rudolf, TKM Sovova 2, 412 01 Litomerice, Czech Republic, tel: +420 606 645 618, email: <a href="mailto:jiri.rudolf@gmail.com">jiri.rudolf@gmail.com</a> web: <a href="http://www.technickyklub.cz">http://www.technickyklub.cz</a>	April 21 Beaulieu	Croydon Wakefield Day. F1B in rounds, 4oz & 8oz vintage Wakefield, Marcus lightweights. Start 10.00. Beaulieu permits required. See FFn 1902. Contact: Ray Elliott, tel 0208 997 7745 <a href="mailto:ray.elliott8@btinternet.com">ray.elliott8@btinternet.com</a>
March 23-24 Kietrz, Poland	2 World Cup events. 23 <sup>rd</sup> : Kartel Cup, Pieter de Boer Memorial, 24 <sup>th</sup> : SPZG Cup.. F1A F1B F1C F1Q. World Cup event. Contact: Allard van Wallene, de Boomgaard 15, 3971 LD Driebergen, Netherlands, tel: +31 6 13748459, email: <a href="mailto:avanwallene@ziggo.nl">avanwallene@ziggo.nl</a>	April 24-May 1 West Wyalong, Australia	Southern Cross Cup. F1A F1B F1C. World Cup event. Contact: Roy Summersby, 123 The Esplanade, Umina Beach, NSW 2257, Australia, tel: +61 24341 0072, email: <a href="mailto:royd@optusnet.com.au">royd@optusnet.com.au</a>
March 24 Area Venues	BMFA 3rd Area event. Vintage G (Plugge), C/R (Gamage), C/G, C/P, C/E, F1C (Halfax/Plugge), F1QUK, HLG/CLG (Plugge).	April 28 Peak District or near Melton Mowbray	BMFA 1st F1E Team Selection. Contact: Ian Kaynes 01252 512538. <a href="mailto:kaynes@btinternet.com">kaynes@btinternet.com</a>
April 5-13 Nalchik, Russian Federation	2 World Cup events. April 5-9: Elbrus Cup, April 9-13 Naloev Cup. F1A F1B F1C F1P. Contact: Nikolay Naloev, Shortanova 17a/57, Nalchik, Kabardino - Balkarian rep., Russian Federation, tel: +7 928 084 44 79, fax: +7 866 242 27 34, email: <a href="mailto:naloev@mail.ru">naloev@mail.ru</a> web: <a href="http://www.fasr.ru">http://www.fasr.ru</a>	May 3-5 Narrandera NSW, Australia	Widgiewa Cup. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, PO Box 44, Terrigal 2260 NSW, Australia, tel: +61 41 94 14 653, email: <a href="mailto:filnoels@bigpond.net.au">filnoels@bigpond.net.au</a>

**7 Ashley Road, Farnborough, Hants, England GU14 7EZ**

**email: [info@freeflightnews.org.uk](mailto:info@freeflightnews.org.uk)**

**Web site address: [www.freeflightnews.org.uk/home.htm](http://www.freeflightnews.org.uk/home.htm)**

**Compiled and produced by Ian Kaynes**

## CIAM PROPOSALS 2019

This describes the proposals submitted for consideration at the April 2019 CIAM Plenary meeting. Advance information was given in January FFN and these have now been confirmed by publication of the agenda for the meeting. Comments about the proposals should be sent to your national CIAM delegate. The full agenda can be downloaded by going to <https://www.fai.org/page/ciam-meetings> then expand the item *Meetings-CIAM*, then *2019* then expand the *Plenary meeting* sub heading and the agenda is the first item under that (the web site is not very user friendly!).

The decisions on the proposals will be made at the Plenary meeting on April 5 and 6, preceded by a Bureau meeting on April 4 and a Free Flight Technical meeting on the morning of April 5.

### Free Flight Volume F1

These are the proposals for changes to the Free Flight Volume F1.

### F1C timing

The USA have submitted two linked proposals for F1C. One adds to the Characteristics 3.3.2 that "F1C must use an electronic timer(s) to control the functions of the model upon release for flight." The other replaces item (c) of the Timing section 3.3.9 (which requires the motor run to be timed by two timekeepers with stopwatches) by "The motor run will be certified by demonstration of the timer setting to the timekeeper(s)."

### Flyoffs in Open Internationals

Add new section F 1.1.4 Additional Flights in Open Internationals. The text for DTflyoffs and altitude flyoffs was given in the January FFN

### F1S

Extend F1S rules to allow RDT.

### F1E Working Time

This proposal adds the sentence "It is not allowed for a proxy to hold a place in the line for the competitor before the competitor himself has reached the end of the line." to the end of the F1E working time in F1.1.3(c).

### CIAM General Rules

The following gives an indication of the more general proposals including any with a potential to impact free flight.

UK propose to increase championships teams in F2 Control Line from three plus one junior to three plus two juniors. This has no impact on free flight

Finland propose to add a female team member to all teams and also an additional junior to make a 5-person team. This includes free flight - even though we have separate junior championships it would still add a junior to all championships teams. It acknowledges the junior championships by specifying that the teams at these be increased to 4 if they include at least one female junior. The reason does not justify the discrimination or additional size of the events.

France makes a similar proposal to add an additional female team member and an additional junior team member, but the addition of the junior is only for those classes which do not have separate junior championships (i.e. the junior addition does not apply to free flight but the additional female member does apply for free flight).

UK propose that when the Plenary meeting makes decisions on the location of Continental Championships then only delegates from countries in that continental region may vote.

### Championships Bids

The 2021 Championships will be awarded at the Plenary meeting. Current bids are:

2021 F1ABC World Champs France, Mongolia, Romania

2021 F1E World Champs Romania

2021 F1ABP Junior European Champs Bulgaria, France, Romania, Russia

2021 F1D European Champs Romania

Note that the French bids for ABC World Champs and ABJ Euro Junior Champs are conditional on receiving both events, which will be run together.

Mongolia have also submitted a bid for the 2020 F1ABC Asian-Oceanic Championships

## TORPEDO, P30 BY TOMAS BENES

From Volny Let with thanks. An F1G by Tomas Benes was published in FFN April 2018.

The model has a short steep climb, so it should be suitable for flying in turbulent air. It has classic construction. The fuselage is balsa, the motor part is covered with tissue or cloth with grain perpendicular to the axis of the fuselage. This is somewhat more resistant to broken motors. Tomas Benes uses an unconventional cross-section of 24 mm rubber, consisting of 8 strands of Tan Super Sport. For the small span wing to perform better, the right-left trim is used: See the warps and tail tilt shown on the plan. The left turn is given by the tail tilt, the rudder remains straight.

## LOST HILL FEBRUARY 2019

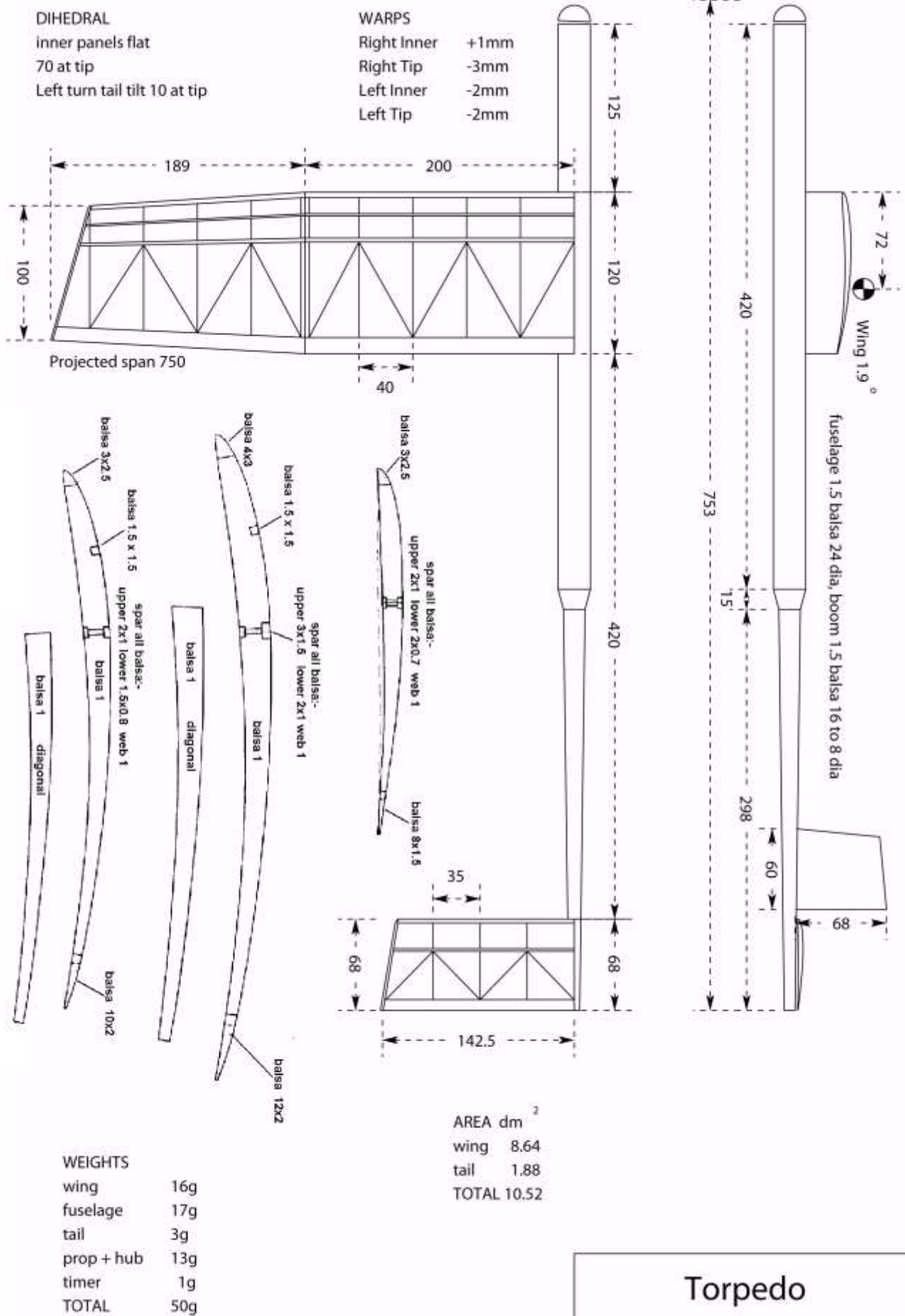
Ian Kaynes

The Feb Feb series of events at Lost Hills are usually notable for the warm calm flying weather for most of the 12-day period. This year was rather different. There had been heavy rain a few days before the start and the approach track was still muddy two days later, but there was good flying weather for the two days before the contests started - calm and dry, but it was colder than usual, close to freezing overnight and a maximum in the low 50s F (10-13 C) - much cooler than usual.

The FAI day of the Kiwi Cup started with rain and the start was delayed for an hour and the event reduced to five rounds. The wind shifted from northerly to westerly during the day with some good thermals in the later morning. For the flyoffs the line was moved to the western edge close to the orchard.

There were 21 full scores in glider and the 6 minute max of the first flyoff reduced this to 12 for the second flyoff. John Carter made the best time in this (322 sec) while Jama Danier had a double tow-in for a zero score. Per Findahl and Jes Nyhegn had tied in second place, Per winning the flyoff to decide the second and third place.

F1B had 26 full scores. The CD gave a start warning of 2 minutes 30 sec before the round would start, useful information for those who wanted to wind a motor to be ready for the start for the round. Some Chinese flyers had completed winding a motor earlier than that, which is legal but leaves the motor more tired at the start of round.



## Torpedo P30 by Tomas Benes

Scale 1:4



At the time the warning was given there was a huge flock of white birds circling in a thermal a few hundred metres downwind of the line. They had disappeared downwind by the start of the round and it seemed that it was a cold steady wind on the line lasting for most of the round. Indeed, only Veger Nereng achieved the 6 minute max and was almost a minute ahead of the next best time. Thus the results were settled by the single flyoff.

F1C had 16 in the flyoff and 6 managed the 6 minute max. Roy Summersby won with the only 8 minute max in the next flyoff. F1Q had two full scores and Jack Murphy maxed in the flyoff for a clear win over Ben Tarcher.

The following day, Sunday 10<sup>th</sup> was the day for the Kiwi Cup mini events. Two rounds were flown before being stopped by the steady rain. The event was completed on the following day, the Monday which should have been the Kiwi Cup F1E event, but this was pushed back behind these non-world Cup events. All the more annoying when it was good conditions for flying F1E with 6 people going to the hill and most staying for a day of practice on the best day on which there was no competition. The F1E was flown the following day, when it was cloudier and had much more variable unpredictable winds. Furthermore, this was the day of the Ladies Tea Party at midday and the F1E event was flown through without a lunch break and so finished early afternoon. The Tea Party clash eliminated one competitor and handicapped another.



*Jean-Luc Drapeau – on his first visit to the hill at Lost Hills he was the most successful of the F1E flyers (MC)*

Wednesday was the North American Cup F1ABCQ organised by Canada. There were some periods of rain during the first two rounds then it was dry with some sun during the afternoon. The 5 flight contest finished early afternoon and there was then a lovely period of calm weather. The organisers moved to the north east corner of the field for the flyoffs, presumably concerned about having adequate flying distance to the orchard in the west. The F1C flyoff had only light drift and was followed by F1Q but the wind was now increasing and blowing from the south west. It quickly reached unflyable strength, even if the launch position had not been in the direction of taking models straight off the field. Thus the continuation of F1C and the first F1A and F1B flyoffs were postponed until later.

There was no question of having them the next morning since Thursday was predicted to have continued very strong winds

and rain. This forecast proved accurate and the California Cup F1E event scheduled for Thursday was postponed to the reserve day of the following Monday (the day of my flight home and the first time of my attending for 14 years that F1E, the first event of the MaxMen 4 days of events, had been postponed through to the end and leaving all other events on their scheduled days.

Events on Friday were the MaxMen F1A and F1Q. The day started cloudy with light drift but during the first round it started to drizzle. A few minutes into the second round the wind suddenly increased and was accompanied by steady rain. The round was stopped for a while and then 15 minutes notice of a restart was given, by which time it was starting to rain again. During this break the line was moved towards the western edge by the orchard and the round was completed at midday. The rest of the day was dry but the forecast of winds increasing during the afternoon was correct. Even though the line was at least 200m downwind of the orchard, the small trees still served to reduce the ground level wind, while the wind at model flying altitude was strong. For most of the afternoon the wind was not as strong as the FAI limit, but the CD made a number of extended breaks between rounds because of the wind. In round 4 my F1Q flew 1400m in 200 sec, showing only 7 m/sec at altitude (at that time the average measured on the launch line was just below 5 m/sec). There was then a prolonged wait the final round and it was started at 16.15, the time which it had been decided was the latest a round could be started before sunset. The wind was now stronger with less distinct lulls, averaging 7 m/s on the start line. There was an amount of carnage in both F1A and F1Q. Frederic Aberlenc had 4 maxes but failed to record a flight time after two attempts in this round. Just four people had full scores in F1A. In F1Q Sitton had a full score and Jack Murphy had 4 maxes and a lost model. He eventually found the model and got back 5 minutes before the end of the round. Hurried preparation and last minute launch was rewarded with another max.

There were now two MaxMen flyoffs to add to the list of flyoffs for North American Cup. The forecast for Saturday morning was good and it was decided to hold all of them then and accept a delay on the start of that day's F1B and F1C MaxMen competitions. The North American events were flown first, starting with F1A at 7.00 and followed by F1C then F1B. From the 19 glider flyers a later group were holding up well as the models drifted slowly east. The times showed that Jama Danier had beaten Aviv Balassiano by just 4 seconds. F1C had Guy Menanno winning with a similar 500+ flight time, but in this class he was a long way ahead of the other flights. The large F1B flyoff resulted in the top five places shared by Ukrainian and US flyers with flights of 7 minutes, the best by Alex Andriukov. Two Michaels - Seifert and Woolner - were tied for sixth place with a time 2 seconds under the seven minutes.

Next was the MaxMen F1A flyoff with only five competitors. Of these, four had the distinction of reaching all three of the Lost Hills F1A flyoffs - Aviv Balassiano, John Carter, Jama Danier, and Per Findahl. In this flyoff they were joined by Albert Fathers. Jama won his second flyoff of the morning, this time with Findahl second and Balassiano third. In the two man F1Q flyoff Shmulik Sitton beat Jack Murphy.

After these flyoffs the MaxMen F1B and F1C classes were flown over five rounds, but needed multiple flyoffs. In F1B Kovalenko beat Kulakovsky by over 100 seconds, followed by George Batiuk and Christian Schwartzbach. Larissa Savukhina won F1C with the only time in the final flyoff.



*F1Q flyoff – Jack Murphy (foreground) and Shmulik Sitton*



*Laura Savukhina starting motor – she leads the F1C World Cup after these events (MC)*

The Sunday Mini events were stopped by strong winds and completed on the reserve day. This time the F1E was also flown on the same day as completion of the mini events, in contrast to the previous week.

That concluded the Lost Hills Fab Feb for which the weather had been rather less than fabulous. Some of the days made life difficult for the organisers but generally they managed well with good rearrangement and rescheduling, and thanks to Roger for keeping people informed by multiple SEN issues.

Malcolm Campbell's great photos of the event are on Flickr at: <https://www.flickr.com/photos/motor-racing-photography/sets/72157676705105687>

Note about the following World Cup results: In view of the 2019 introduction of the new points system, these results show the points won and also extend to all places receiving points. In future FFn will revert to the standard format without points shown. The World Cup points awarded to each competitor is always shown on the World Cup web site contest results pages.

## KIWI CUP OF NEW ZEALAND, LOST HILLS, FEBRUARY 9-10

### F1A 39 flew 21 full scores

			Points	time	flyoff times	
1	J Carter	GBR	548	960	+360	+322
2	P Findahl	SWE	514	960	+360	+312 +317
3	J Nyhegn	DEN	489	960	+360	+312 +262
4	A Barron	USA	464	960	+360	+303
5	J Parker	USA	439	960	+360	+271
6	Z Dong (J)	CHN	414	960	+360	+240
7	A Balassiano	ISR	390	960	+360	+195
8	A Arigos	ARG	352	960	+360	+187
8	J Pecenkovic	BIH	352	960	+360	+187
10	P Mitchell	AUS	315	960	+360	+184
11	K Kongstad	DEN	290	960	+360	+148
12	J Cooper	GBR	266	960	+360	+141
13	S Makarov	RUS	241	960	+354	
14	A Fathers	AUS	216	960	+315	
15	S Rosenzweig	USA	191	960	+202	
16	S Jensen	DEN	166	960	+190	
17	D Echivard	FRA	142	960	+153	
18	Y Zak	ISR	117	960	+126	
19	F Aberlenc	FRA	92	960	+31	
20	J Danier	CAN	54	960		
20	E Pecenkovic	BIH	54	960		

### F1A-Junior 1 flew

1	Z Dong	CHN	500	960	+360	+240
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### F1B 46 flew 26 full scores

1	V Nereng	NOR	557	960	+360	
2	C Hemsworth	AUS	523	960	+306	
3	B Guest	CAN	500	960	+298	
4	O Kulakovsky	UKR	477	960	+280	
5	Q Wu	CHN	455	960	+270	
6	D Larsen	NOR	432	960	+261	
7	R Liu (J)	CHN	397	960	+244	
7	S Stefanchuk	UKR	397	960	+244	
9	M Benns	GBR	364	960	+238	
10	W Booth	USA	341	960	+229	
11	D Paff	GER	318	960	+225	
12	M Kovalenko	UKR	295	960	+220	
13	W Ghio	USA	273	960	+211	
14	Q Dong	CHN	250	960	+206	
15	T Matsuo	JPN	227	960	+205	
16	M Davis	USA	204	960	+195	
17	B Jensen	USA	182	960	+194	
18	L Norvall	USA	159	960	+187	
19	P Squires	NZL	136	960	+176	
20	M Seifert	GER	113	960	+175	
21	J Cao (J)	CHN	91	960	+150	
22	P Ball	GBR	68	960	+138	
23	J Bodin	FRA	45	960	+122	

### F1B-Junior 2 flew 2 full scores

1	R Liu	CHN	502	960	+244	
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### F1C 22 flew 16 full scores

1	R Summersby	AUS	527	960	+360	+480
2	L Savukhina	RUS	475	960	+360	+409
3	Y Gao	CHN	429	960	+360	+384
4	G Briere	FRA	382	960	+360	+361
5	W Ji	CHN	336	960	+360	+346
6	D Chesson	USA	289	960	+360	
7	F Ducassou	FRA	243	960	+326	
8	D Perkins	USA	196	960	+313	
9	A Amar-Otgon	MGL	150	960	+287	
10	G Luvsantseren	MGL	103	960	+280	
11	G Menanno	USA	57	960	+275	

**F1PJ 3 flew**

1	R An	CHN	503	697
2	W Li	CHN	251	692

**F1Q 6 flew**

1	J Murphy	USA	507	960	+360
2	B Tarcher	USA	338	960	+199
3	R Sifleet	USA	170	918	

**F1G 21 flew**

1	L Ruizhe (J)	CHN	600	+240	+240
2	T ODell	USA	600	+240	+233
3	E Gorban	UKR	600	+240	+202
4	J-L Drapeau	FRA	600	+240	+160
5	Q Dong	CHN	600	+240	+145
6	P Brocks	USA	600	+240	+115
7	A Baruch	ISR	600	+240	+106
8	H Dong	CHN	599		
9	J Xiangxue (J)	CHN	594		

**F1H 8 flew**

1	P Findahl	SWE	600	+300	+300	+266
2	Y Zak	ISR	600	+300	+300	+207
3	B Jensen	USA	600	+300	+86	
4	B Van Nest	USA	600	+252		

**F1J 6 flew**

1	P Chapman	GBR	480	+300	+296
2	M Roberts	USA	480	+300	
3	F Parker	USA	475		

**F1S 7 flew**

1	J Parker	USA	592		
2	W Gannon	USA	555		
3	M Campbell	AUS	553		

**NORTH AMERICAN CUP, LOST HILLS, FEBRUARY 13****F1A 38 flew 19 full scores**

1	J Danier	CAN	547	960	+533
2	A Balassiano	ISR	510	960	+529
3	J Parker	USA	483	960	+515
4	A Persson	SWE	456	960	+502
5	J Nyhegn	DEN	428	960	+487
6	P Findahl	SWE	401	960	+486
7	M McKeever	USA	360	960	+478
7	S Makarov	RUS	360	960	+478
9	L Arigos	ARG	319	960	+439
10	E Pecenkovic	BIH	292	960	+422
11	S Jensen	DEN	264	960	+415
12	F Aberlenc	FRA	237	960	+394
13	J Carter	GBR	210	960	+384
14	P Brun	USA	182	960	+342
15	J Pecenkovic	BIH	141	960	+303
15	S Anatoli	RUS	141	960	+303
17	J Valo	FIN	100	960	+180
18	P Rasmussen	DEN	73	960	+109
19	A Arigos	ARG	46	960	+32

**F1C 18 flew 16 full scores**

1	G Menanno	USA	520	960	+360	+524
2	Y Shvedenkov	CAN	460	960	+360	+407
3	A Babenko	UKR	403	960	+360	+400
4	L Savukhina	RUS	347	960	+360	+365
5	G Briere	FRA	290	960	+360	+322
6	D Perkins	USA	234	960	+285	
7	Z Dong	CHN	177	960	+281	
8	F Parker	USA	121	960	+279	
9	H Deng	CHN	64	960	+267	

**F1B 53 flew 35 full scores**

1	A Andriukov	USA	565	960	+490
2	O Kulakovsky	UKR	533	960	+475
3	M Kovalenko	UKR	513	960	+454
4	W Ghio	USA	494	960	+450
5	I Vichar	UKR	474	960	+420
6	M Seifert	GER	445	960	+418
6	M Woolner	GBR	445	960	+418
8	Q Dong	CHN	416	960	+407
9	B Jensen	USA	396	960	+389
10	S Stefanchuk	UKR	377	960	+360
11	E Gorban	UKR	357	960	+357
12	B Eimar	SWE	338	960	+355
13	R Kawai	JPN	318	960	+348
14	W Booth	USA	299	960	+347
15	C Hemsworth	AUS	279	960	+345
16	T Fibish	ISR	260	960	+341
17	D Barberis	FRA	240	960	+336
18	T Matsuo	JPN	221	960	+328
19	J Bodin	FRA	201	960	+318
20	D Larsen	NOR	182	960	+298
21	M Koike	JPN	162	960	+292
22	G Batiuk	GER	143	960	+285
23	M Benns	GBR	123	960	+284
24	R Felix	USA	104	960	+277
25	R Liu (J)	CHN	84	960	+275
26	V Nereng	NOR	65	960	+273
27	A Baruch	ISR	45	960	+269

**F1B-Junior 1 flew**

1	R Liu	CHN	500	960	+275
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**F1PJ 4 flew**

1	W Li	CHN	504	724
2	R An	CHN	252	653

**F1Q 6 flew**

1	S Sitton	ISR	507	900	+303
2	J Murphy	USA	338	900	+290
3	R Sifleet	USA	170	900	+250

**BOB WHITE MEMORIAL MAX MEN, LOST HILLS, FEBRUARY 15-16****F1A 50 flew**

1	J Danier	CAN	562	960	+554
2	P Findahl	SWE	528	960	+524
3	A Balassiano	ISR	507	960	+458
4	J Carter	GBR	486	960	+368
5	A Fathers	AUS	465	960	+334
6	M Donner	GER	444	942	
7	J Abad	ESP	423	899	
8	F Aberlenc	FRA	402	868	
9	S Rosensweig	USA	381	867	
10	M Campbell	AUS	360	862	
11	L Farkas	CAN	339	834	
12	P Rasmussen	DEN	318	832	
13	N Goldstein (J)	USA	286	831	
13	S Makarov	RUS	286	831	
15	J Farmer	USA	255	826	
16	B Van Nest	USA	234	820	
17	X Gao	CHN	213	798	
18	A Banos	ARG	192	784	
19	S Jensen	DEN	171	777	
20	I Fradkin	USA	150	762	
21	A Arigos	ARG	129	756	
22	A Barron	USA	108	726	
23	A Persson	SWE	87	714	
24	J Parker	USA	66	713	
25	P Brun	USA	45	677	

**F1A-Junior 3 flew**

1	N Goldstein	USA	503	831
2	Z Dong	CHN	251	597

**F1B 54 flew**

1	M Kovalenko	UKR	567	960	+360	+480	+466
2	O Kulakovsky	UKR	534	960	+360	+480	+363
3	G Batiuk	GER	514	960	+360	+480	+300
4	C Schwartzbach	DEN	495	960	+360	+480	+260
5	C Hemsworth	AUS	465	960	+360	+480	
5	R Kawai	JPN	465	960	+360	+480	
7	P Squires	NZL	436	960	+360	+263	
8	W Gannon	USA	417	960	+360	+248	
9	R Liu (J)	CHN	397	960	+360	+231	
10	T Obligenarz	ISR	378	960	+360	+119	
11	J Bodin	FRA	358	960	+323		
12	M Seifert	GER	339	960	+316		
13	D Barberis	FRA	319	960	+187		
14	K Yoshida	JPN	300	957			
15	J Drapeau	FRA	280	956			
16	S Stefanchuck	UKR	261	955			
17	E Gorban	UKR	241	953			
18	D Chevenard	FRA	222	950			
19	I Vivchar	UKR	192	948			
19	L Horak	CAN	192	948			
21	M Richardson	USA	163	942			
22	T Fibish	ISR	144	936			
23	T Mathews	CAN	124	930			
24	A Andriukov	USA	95	924			
24	B Eimar	SWE	95	924			
26	V Morgan	AUS	66	920			
27	S Malkhasyan	USA	46	919			

**F1B-Junior 2 flew 1 full scores**

1	R Liu	CHN	502	960	+360	+231
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**F1C 24 flew 17 full scores**

1	L Savukhina	RUS	529	960	+480	+376
2	U Erdenebayar	MGL	481	960	+480	
3	G Menano	USA	438	960	+450	
4	F Parker	USA	395	960	+437	
5	E Carroll	USA	353	960	+423	
6	T Malkhasyan	USA	310	960	+410	
7	H Deng	CHN	267	960	+392	
8	Y Gao	CHN	225	960	+381	
9	A Amar-Otgon	MGL	182	960	+369	
10	Y Shvedenkov	CAN	139	960	+342	
11	F Ducassou	FRA	97	960	+326	
12	R Summersby	AUS	54	960	+321	

**F1PJ 3 flew**

1	R An	CHN	503	881
2	W Li	CHN	251	871

**F1Q 7 flew**

1	S Sitton	ISR	508	900	+316
2	J Murphy	USA	380	900	+252
3	A Schlosberg	USA	254	882	
4	R Sifleet	USA	128	869	

**F1G 23 flew**

1	H Dong	CHN	480	+322
2	J Drapeau	FRA	480	+271
3	Q Dong	CHN	480	+210
4	T O'Dell	USA	480	+198
5	Y Zhang (J)	CHN	480	+134
6	J Clapp	USA	480	+107
7	T Mathews	CAN	477	
8	R Liu (J)	CHN	453	
9	B Guest	USA	436	

**F1H 6 flew**

1	G Madelin	GBR	480
2	B Jensen	USA	455
3	Z Dong(J)	CHN	350

**F1J 1 flew**

1	F Parker	USA	480
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**F1S 7 flew**

1	J Parker	USA	480
2	M Campbell	AUS	478
3	D McGuckin	USA	459
4	B Gannon	USA	377

**KIWI CUP OF NEW ZEALAND, LOST HILLS, FEBRUARY 12****F1E 10 flew**

1	R Sifleet	USA	512	467.22
2	E Gorban	UKR	408	396.67
3	J Drapeau	FRA	307	390.55
4	T Ioerger	USA	206	379.44
5	F Terzian	USA	105	373.89

**CALIFORNIA CUP, LOST HILLS, FEBRUARY 18****F1E 6 flew**

1	J Drapeau	FRA	507	383.33
2	F Terzian	USA	338	354.66
3	D Parsons	USA	170	340.00



*Chinese flyers were active in most classes and provided almost the entire F1P participation (MC)*

**FREE FLIGHT WORLD CUP**

The top places in the 2019 World Cup are shown below. One reason for including these is to emphasise that the new points allocation comes into effect this year. At large competitions it gives more points for high placed competitors below first place. This had been described in the January 2018 FFN. On just three events the differences are apparent with wins being less significant than a consistent good performance in several events. This effect will reduce as the season progresses. The conclusion of my analysis over the complete year of 2017 was that the new system made little difference to the final placings.

The other aspect of note is that this year FAI licences will be checked after each competition and those without valid licences will be withdrawn from the competition results. This will be done a few weeks after the event since I know that it can take several weeks for a national body to add the licence renewal to the FAI database. From the people listed in the results below, the only ones with a question mark against their licence are the two Chinese F1B flyers. It appears that the



Chinese Aero Club does not issue licences to every flyer who needs one, which is being investigated further. From the large Chinese contingent at Lost Hills more than just these two were appeared to be affected by this lack of an FAI licence

#### F1A

1	P Findahl	SWE	1443	MM-2	KW-2	NA-6
2	A Balassiano	ISR	1407	NA-2	MM-3	KW-7
3	J Carter	GBR	1244	KW-1	MM-4	NA-13
4	J Danier	CAN	1163	MM-1	NA-1	KW-20
5	J Parker	USA	988	NA-3	KW-5	MM-24
6	J Nyhegn	DEN	917	KW-3	NA-5	
7	S Makarov	RUS	887	NA-7	MM-13	KW-13
8	A E Arigos	ARG	800	KW-8	NA-9	MM-21
9	F Aberlenc	FRA	731	MM-8	NA-12	KW-19
10	A Fathers	AUS	681	MM-5	KW-14	
11	S Jensen	DEN	601	NA-11	MM-19	KW-16
12	S Rosenzweig	USA	572	MM-9	KW-15	

#### F1B

1	O Kulakovsky	UKR	1544	MM-2	NA-2	KW-4
2	M Kovalenko	UKR	1375	MM-1	NA-3	KW-12
3	C Hemsworth	AUS	1267	KW-2	MM-5	NA-15
4	S Stefanchuk	UKR	1035	KW-7	NA-10	MM-16
5	M Seifert	GER	897	NA-6	MM-12	KW-20
6	R Liu (J)	CHN	878	MM-9	KW-7	NA-25
7	R Kawai	JPN	783	MM-5	NA-13	
8	W Ghio	USA	767	NA-4	KW-13	
9	I Vivchar	UKR	666	NA-5	MM-19	
10	Q Dong	CHN	666	NA-8	KW-14	
11	A Andriukov	USA	660	NA-1	MM-24	
12	G Batiuk	GER	657	MM-3	NA-22	

#### F1C

1	L Savukhina	RUS	1351	MM-1	KW-2	NA-4
2	G Menanno	USA	1015	NA-1	MM-3	KW-11
3	G Briere	FRA	672	KW-4	NA-5	
4	Y Gao	CHN	654	KW-3	MM-8	
5	Y Shvedenkov	CAN	599	NA-2	MM-10	
6	R Summersby	AUS	581	KW-1	MM-12	
7	F Parker	USA	516	MM-4	NA-8	
8	E Ulzii	MGL	481	MM-2		
9	D Perkins	USA	430	NA-6	KW-8	
10	A Babenko	UKR	403	NA-3		

#### F1Q

1	J Murphy	USA	1225	KW-1	MM-2	NA-2
2	S Sitton	ISR	1015	MM-1	NA-1	
3	R Sifleet	USA	468	KW-3	NA-3	MM-4
4	B Tarcher	USA	338	KW-2		

#### F1E

1	J-L Drapeau	FRA	814	CA-1	KE-3	
2	R Sifleet	USA	512	KE-1		
3	F Terzian	USA	443	CA-2	KE-5	
4	E Gorban	UKR	408	KE-2		

### CIAM CONTEST CALENDAR

The three events in Sweden this summer have been moved from the windy island of Oland to Rinkaby:

June 27 Swedish Cup. F1A F1B F1C F1Q F1S.  
Rinkaby, Sweden World Cup event. Entry fee: €35. Contact:  
Per Findahl, email: [per.findahl@gmail.com](mailto:per.findahl@gmail.com)  
web: <http://www.norbergsfk.se>

June 28 Danish Cup. F1A F1B F1C F1Q F1H F1S.  
Rinkaby, Sweden World Cup event. Contact: Steffen Hjorth  
Jensen, e: [steffen.hjorth.jensen@gmail.com](mailto:steffen.hjorth.jensen@gmail.com)  
web: <http://norbergsfk.se/swedishcup>

June 30 Norwegian Cup. F1A F1B F1C F1Q. World  
Rinkaby, Sweden Cup event. Contact: Atle Klungrhaug,  
email: [aklark@online.no](mailto:aklark@online.no) web:  
<http://www.norbergsfk.se/alltomklubben/arbetsrum/SwedishCup/>

### SOUTHERN COUPE LEAGUE

Peter Hall

#### Round 2, First Area Events, February 10

A dismal start to 2019, but great credit to those who had a go. Various excuses drift in, I had 'flu, Gavin Manion says. he had a note from his mum.

At Ashdown Forest the wind was in the worst direction for that site and Ken Taylor says that coupes were abandoned for chuck-gliders. Ron Marking reports no flying on Bodmin Moor, the forecast wind was 26- 28 m.p.h. (not gusts). Two flew but not coupes, on Salisbury Plain and there was no coupe flying at Barkston. The peri- track at Beaulieu looked like a film-set for a re-run of the Battle of Passchendaele (see photo). Roger Newman reports a cold West South Westerly and rain until 11.0 a.m. then on and off through the afternoon. Despite this Phil Uden got two flights in with his French vintage coupe, Fuit 3. At Sculthorpe though, Spencer Willis put in four flights and Andrew Moorhouse three in what Michael Marshall describes as 'unspeakable conditions - strong winds, persistent rain and temperatures around three degrees.' I remember seeing Spencer's windy weather launch technique some years ago at Middle Wallop, he runs down-wind, whips round and chucks. Of course, years ago these conditions would not have deterred us. We all remember on flooded sites, launching from boats after rowing hard down wind, scraping the ice off flying surfaces and wading through fifteen foot snowdrifts to retrieve. Don't we?

The next round is Odiham on May 5th. but a cautionary note is indicated. The MoD. is engaged in a Brexit No Deal Impact Mitigation Exercise. The Air Marshall is in a fever of excitement, he sees his opportunity, he feels the hand of fate on his shoulder, he fantasises fleets of Chinooks dropping tins of Spam and sacks of home-grown potatoes on starving villages, he sees the headlines 'The Air Marshall, Saviour of the Home Counties'. He is even prepared to sacrifice the Gala.

#### First Area

		maxes	score	time
1	S Willis	0	12	5.14
2	A Moorhouse	0	9	3.35
3	P Uden	0	8	1.47

#### League

			Brum	Area 1	Total
1	A. Moorhouse	Vikings	8	9	17
2	P. Ball	Grantham	14		14
3	S. Willis	Croydon		12	12
4	W. Dennis	MFFG	10		10
5	C. Foster	Morley	9		9
6	P. Uden	Crookham		8	8
7	M. Marshall	Impington	6		6
8	M. Bennis		5		5
9	P. Woodhouse	Morley	4		4
10	G. Manion	Birmingham	3		3

#### FFN

The April issue will be published a few days after the start of the month in order to include a report on the CIAM meetings which will be in Lausanne from April 4th to 6th